

SEATTLE

THEN &
NOW

By ROLAND MORGAN



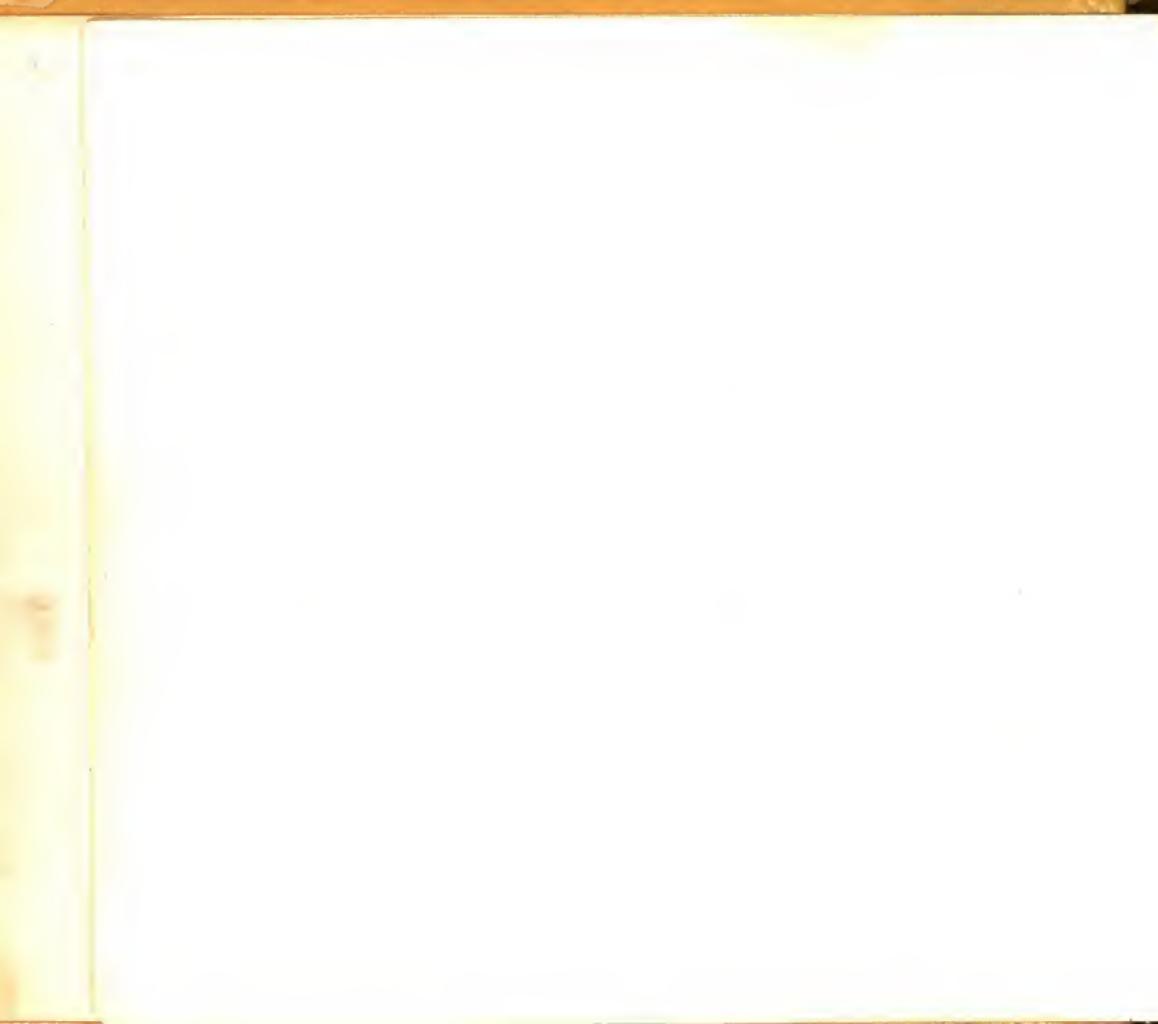


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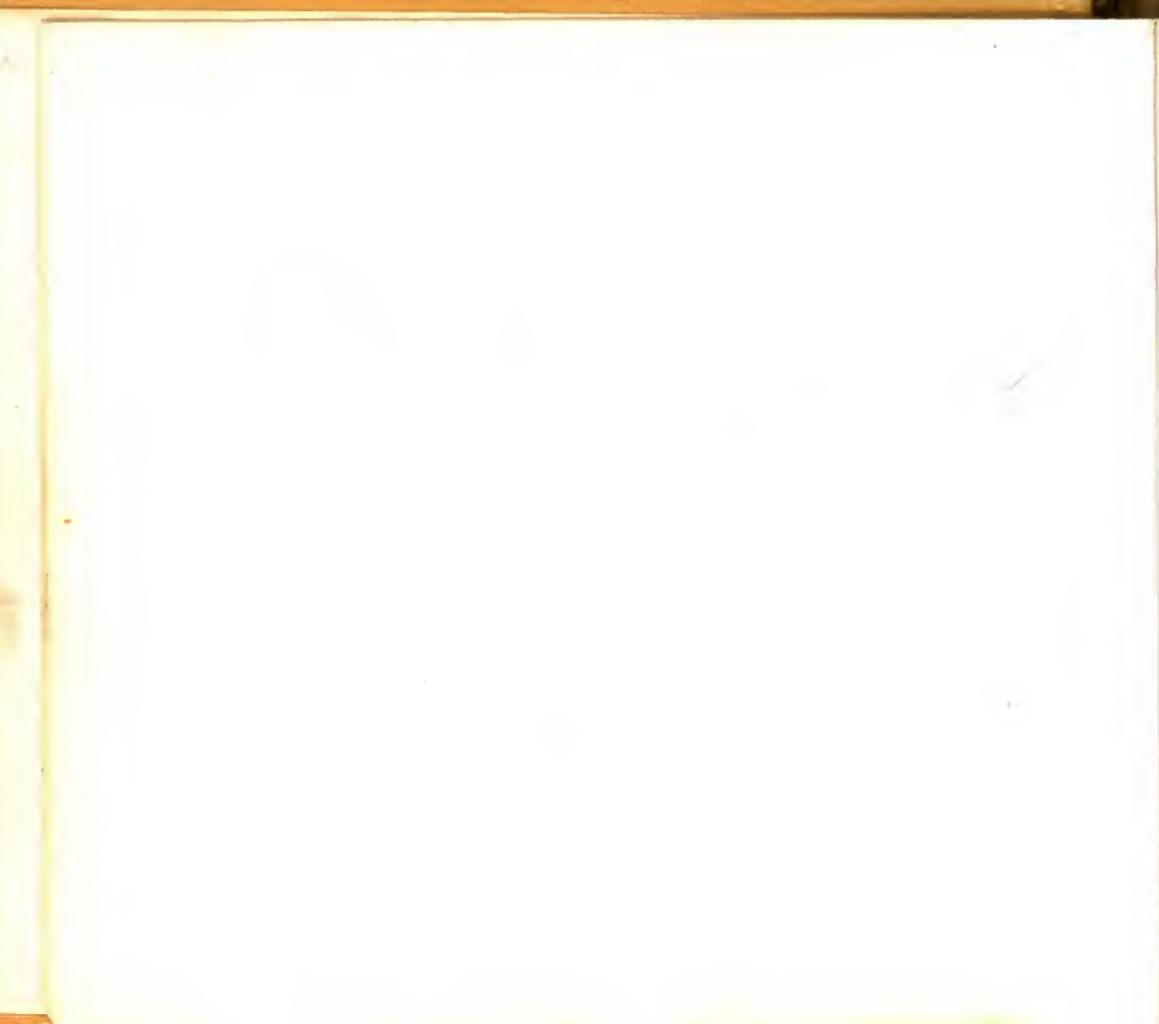
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SEATTLE

THEN &
NOW

By ROLAND MORGAN



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Bodima



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Introduction

This book contains the cream of the city views in the North West photography collection at the University of Washington Suzallo library, shown opposite pictures taken during the fall of 1978 at the same sites. The pictures tell their own story supplemented with captions, photography's literary form. It's a bitter-sweet story of appalling failure of imagination here, amazing flash of vision there. What a tremendous opportunity to design a town center was lost after the fire of 1889! Yet what a remarkable piece of foresight the Lake Washington Boulevard was! Some of the demolitions down the years are disgraceful by any standards: the Olympic block, the Seattle Hotel, the Burke building, treasures of the city's heritage lost for no sensible reason. Yet the lovely Times building stands, the funky Smith Tower, one of the world's few quaint skyscrapers, and the fine old houses of Capitol hill.

The photographs are treated as historical documents which is what they were consciously designed to be. Most of them were taken at the completion of a project.

At the same time the photographers lived with the fanatical 1880's and 90's creed of progress amidst a flood of immigration in a climate of property development sanctified by religion. They knew how transitory the scenes they captured were. Apart from the terrific pace of development there was the hazard of fire in dry wooden buildings and, next door to the San Andreas fault, the peril of earthquakes. Churches and university buildings were pulled down like anything else. Where property development was concerned, nothing was sacred. This ethic - or non-ethic - has only gradually begun to erode today as we learn a more mature concept of progress.

We are lucky to have any photographs of the early city at all because the chief business of nineteenth century photography was portraits. For years Europeans and Americans were obsessed with having their picture taken. The obsession only faded when the box camera made snapshots commonplace. Until then pioneers lined up outside studios to record themselves. Like the canni-

bals visited in this century by anthropologists, nineteenth century illiterates got a magical kick out of having their face, their very soul, staring back at them out of a piece of card. It gave them identity, and it was the rare photographer who abandoned the crowds at his studio to trundle his heavy equipment out into the streets and suburbs.

It is important not to mistake the then and now comparisons for exercises in nostalgia. The architectural scale was human and after our current experiments in gigantism we will probably work our way back to some kind of eternal human scale determined by the absolutes of our physical size and abilities. But the cosy old town came with fire hazards, poor plumbing and disease. Buildings oozed character, partly because they wore architectural "clothes", but often the interiors were sacrificed to the facades. The old streets were rather like an MGM backlot, with much of the action set on the street. The car has changed everything, not least by pushing people off the streets, but the chimneys and smokestacks of the old town could come up with air,

pollution just as bad any time.

It is more a question of continuity, of seeing that our urban environment *is* like a motion picture set which affects our social life much more profoundly than we realize. It was this perception which made bombed European cities rebuild mostly in the image of what stood before, incorporating modern facilities, and it has emerged in time to save key parts of Seattle's heritage: the old town, the farmer's market and the burgeoning list of designated landmarks.

Dennis Anderson and Robert Monroe of the University of Washington library were invaluable in the preparation of this collection and in the identification of photographs. Also thanks go to David Brewster and Vito Perillo for their encouragement. If this book should stimulate interest in the story behind the pictures, my favorite of the selection of historical works is one of the masterpieces of American urban history, *Skid Road* by Murray Morgan. Seattle is quite a story.

R.M.

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*Historical photographs reprinted by kind permission of
the University of Washington, North West collection.*



THEN Aerial view of Seattle 1884
The little milltown had a long way to go.



NOW Aerial view of Seattle
It went.

PORT OF SEATTLE



THEN North west panorama from Beacon Hill 1914

While tripling in population between 1900 and 1910, Seattle was busy clearing the way for further growth by removing the hills around the city core and dumping them on the tideflats of Elliott Bay. In the foreground, part of the Beacon Hill regrade making way for a smart new South Dearborn Street.

ASAHEL CURTI



NOW North west panorama from Beacon Hill
Acres of mud were replaced fifty years later by acres of freeway, the logical result of Seattle's growth over the hills into the huge Tacoma-Seattle-Everett population area. The ramps to nowhere (bottom left) symbolize the rather sudden end in the early 1970's of the growth-at-any-cost policy.



ASAHEL CURTI

THEN North on First Avenue at Yesler 1900

Citizens jaywalked freely across downtown Seattle at the start of its great boom, in the shadow of the imported totem pole which symbolized the riches pouring in from Alaska. Ground level stood two stories higher than the wooden city which had burned down in 1889, and beneath the stone offices and cobble streets the old shopfronts faced an expensive drainage system. Trolley cars supplied effective (if unprofitable) mass transit. At right, the 1889 Pioneer building, at left the 1897 Mutual Life building.



NOW North on First Avenue at Yesler
Ironies of the 1960's: as the automobile occupied a ten-story block-long building (center) pedestrians won back half a block of street. Greenery reappeared where a century earlier Arthur Denny felled giant firs. The middle class rediscovered a district where box-house operators used to complain the audience was split between "the workers and the Four Hundred", with nobody in between.

THEN North west at First and Yesler 1887

The cast iron facades of Victorian elegance masked seamy sanitation and hundred per cent fire risk, both of which afflictions were brought to a sudden end by the 120-acre fire of 1889 and not regretted. Perhaps the fairyland exterior of buildings like the Yesler-Leary, raised by two pioneers, made up for the harsh conditions.

A.C. WARNER





NOW North west at First and Yesler

Even the corporate giant which replaced the Yesler-Leary building now has quaint appeal. The Mutual Life insurance company brought with it the latest Chicago architecture. Romanesque lines derived from Renaissance Europe were stretched cleanly beneath a box-top cornice. The cornice round the top of this building survived the earthquake scare of 1960 when many supposedly dangerous roof decorations were ordered removed.



FRANK LAROC

THEN Waterfront north west panorama 1890

Tall square riggers for California and points beyond. Local Puget Sound traffic was served by small steamers (mid-right) which grew with settlement into a "mosquito fleet" buzzing all over. In the distance, Magnolia district was still forest.



NOW Waterfront north west panorama
As heavy trade moved south the oldest wharves on Elliott Bay were turned into market places and restaurants. Under the eye of the 1962 Space Needle revolving restaurant, car ferries connect Winslow and Bremerton, supplemented in summer by a tourist ferry to Victoria B.C.



T HEN North at Second and Cherry 1886

The right side of the tracks was north of Skid Road, or Yesler Way. Here, just a couple of blocks from the mill and the flophouses, the fish packing plant and the stinking drains, the founding members of the "Four Hundred" lived the decent life, surrounded by white picket fences.



NOW North at Second and Cherry Expressing in stone the accumulated pioneer fortunes, bank and office buildings rose on the sites of temperance Republican homes. The 1904 Alaska building (right) was born of the 1898 gold rush. The 1928 Dexter Horton building (center) housed a pioneer banking empire.





T HEN South west at Second Avenue and Marion 1895 (left)

The Burke building was the result of Judge Thomas Burke's involvement in Washington railroad development and in 1895 was the best money could buy. The entrance, with pilasters stretching up to a crowned cornice, copied the entrance of the famous Rookery building in Chicago. This gem of American architecture, always kept up, met a premature end in 1971.

N OW South west at Second Avenue and Marion

Waffle-iron windows and light colored pre-cast building blocks make the 38-story federal office building of 1973 one of the least forbidding of Seattle's skyscrapers. Perhaps guiltily, the architects incorporated scraps of the Burke building facade (foreground) around the floor of their bureaucratic edifice.



ASAHEL CURTIS

THEN Yesler and Fourth Avenue looking west 1916

A set perfectly designed for the Eastern magnate arriving as a first class rail passenger. Heavy silver cutlery at the 1908 Hotel Frye (left), property negotiations under the blinds of city hall (1916, right), deals in the soaring 1914 Smith Tower (center) and business dinner at the 1909 Arctic Club at its foot - all within walking distance under the shadow of Old Glory, and built on top of a mighty railroad tunnel.



NOW Yesler and Fourth Avenue looking west

A well preserved railway age scene. Rail passenger traffic tailed off, business moved north and city hall quietly mushroomed up six stories. A block from restored old First Avenue, the campus-like square cries out for re-occupation by people on foot.





THEN First Avenue north from Main Street 1902 (left)

Doc Maynard's end of town; he gave most of it away, the rest was pre-empted by Uncle Sam. Plenty of Ragtime was to be heard in the box-houses behind the brick facades, along with the jingle of Alaska gold. Hotels like the Grand Central (1898, right) and the State (1890, center right) housed the crowds of single men who put Skid Road into the American language.

NOW First Avenue north from Main Street

In a city like Seattle, accustomed to moving mountains, these old buildings should have been destroyed. But academic propaganda was followed by flower power and long-haired business people who brought the action back and by 1971 the lava beds had been elevated to the celestial heights of historic designation. Not before the engineers had removed all the decorative cornices from the tops of the facades to stop them plunging in an earth tremor, however.



BEBB & MENDE

THEN 808-36th Avenue east c 1905

The patriarchal grandeur of the Madrona district; without its porte-cochere and portico this house could pass for a bank. From eyries like this were masterminded the great capital improvements of the 1900's: Lake Washington ship canal, the undercity tunnel, the regrades, power plants and so on.



NOW 808-36th Avenue east

With an extra room and modified portico the E.G. Ames residence now houses the president of the University of Washington.





THEN Somewhere in the Denny Hill regrade c 1908 (left)

By force of inexorable boomtown logic Second Avenue had to blast horizontally northward along the path of development, removing a huge hill from its path in the process, and creating an incredible wasteland of mud known as prime building acreage. One resident (not shown) held out for months in his house at the top of one of the bizarre peaks left for unbought land.

NOW Somewhere near the peak of Denny Hill

A view from the top of Denny Hill, now somewhere around the twentieth story of the Washington Plaza Hotel, was much prized before the regrade. In the distance is prosaically-named - Harbor Island, which is where much of Denny Hill went.



T HEN Times Square looking north 1927

Seattle started life as a glint in a New Yorker's eye and it was inevitable it should have its Times Square complete with vaudeville and photoplays in the Orpheum (center). The trolley car was as doomed as the vaudeville.

ASAHEL CURT



NOW Times Square looking north

The Orpheum languished and in 1962 Times Square was crossed by the science fiction monorail built for the world's fair site. Nobody could forgive its Stonehenge colonnades at street level and plans for a route through to the airport never caught on. The corn-cob Washington Plaza Hotel exemplifies the international accommodation rack genre.



FRANK LAROCHE



T HEN Pioneer Square north east side 1898 (left)

The best of Seattle's tributes to the Chicago masters: the 1889 Pioneer building, complete with balustraded cornices, rusticated monumental columns above the main entrance and a little tower symbolizing the civic virtues. There was a lot of power at this address.

N OW Pioneer Square north east side

Scalped of its tower and balustrades, the Pioneer building has been put on pension as a public treasure. Outside its door (bottom left) the bust of Chief Sealth who said to the white man: *At night, when the streets of your cities and villages will be silent and you think them deserted, they will throng with returning hosts that once filled and still love this beautiful land.*



THE Panorama south on Occidental 1889

In the distance are the tideflats which once lay at the mouth of the Duwamish river. First they were laced with railway lines on pilings, then covered with fill from the regrades. New brick commercial buildings rose from the ashes of the downtown fire.



NOW Panorama south on Occidental
The 65,000 - seat Kingdome sports stadium, approved in 1968, now sits astride the old tideflats. Occidental Avenue (right of center) has been refurbished as a mall and boulevard. Like San Francisco's Ferry building, the 1906 railway depot at left is topped with a reproduction antique European tower - this one the campanile of St. Mark's cathedral, Venice.





THEN North west on Western Avenue at Yesler Way 1903 (left)

This was the wholesaling district when wharf and rail met on the waterfront one block out of picture at left. Teamsters were getting organized around the time of this picture. Sixteen years later they would shut Seattle down in a sensational four-day general strike.

NOW North west on Western Avenue at Yesler Way

The markets moved away with the docks. Now Western Avenue is a secluded business district crossed by a couple of freeway ramps.



T HEN Second Avenue and Lenora south west c. 1918

Its official name was the Natatorium. Everyone called it the Crystal Pool and went swimming there. The Moorish design featured a handsome domed terracotta entrance with full awning over the sidewalk. Note the attractive street lamp and budding parking problem.

FREE PARKING
Commodore
MOTOR HOTEL

THE HOME TEMPLE

I SPOKE THE LORD AND HE
HEARD ME, AND DELIVERED
ME FROM ALL MY FEARS
PS 34:4

NOW Second Avenue and Lenora south west
The old pool offered baptism of a different sort when it was transmogrified into a fundamentalist
chapel. The baby dome was thrown out with the bathwater.



PETERSON BRO

T HEN South west on Fourth Avenue from Spring Street 1870

A century ago Seattle was just one of hundreds of Western villages dreaming of becoming the New York of the Pacific. A population of about 2,500 came and went by dugout canoe, milling wood, packing salmon and shipping coal. Trees were being cleared from Fifth Avenue by 1874.



NOW South west on Fourth Avenue from Spring Street
The vertical lines of the so-called International Modern style of architecture (at left, right of center and far right) originated in Germany as early as the 1920's. That link between cabin and skyscraper illustrates the pace of activity around Elliott Bay.



ASAHEL CURTE

T HEN North on First Avenue at Yesler Way 1901

The telephone lines all connected to banks in New York. It's a dynamic and thoroughly modern urban scene, but you could still catch bubonic plague around Lake Union, and boys got paid fifty cents by the health department for rats which on dissection showed signs of the disease.



NOW North on First Avenue at Yesler Way

That little Scottish school house floating just above center is the decorative top of the Lowman building dating from 1900, a sharp contrast with the glass curtain wall of the 1960 Norton Building to its left. The 1905 wrought-iron pergola ranks as the most aesthetic bus shelter ever built. Trees are lovely things, incidentally, but they hide architecture.

THEN Fourth and Marion
north east c. 1890
The grand residence of pioneer
James McNaught, an accom-
plished example of the Eastern
Stick style running to half a
dozen bedrooms, was a fine re-
ward for his nightmarish ox
wagon ride from Ohio thirty
years before, and the building
site came free. In 1888 it be-
came the home of the estab-
lishment Rainier Club for men.

BOYD & BRAAS





NOW Fourth and Marion
north east
The second premises of the
Rainier Club are so Ivy Lea-
gue you can hardly see through
the windows. The 1904 design
was German *pallazzo*.





ASAHEL CURTIS

THEN South on Lake Washington Boulevard
1916 (left)

A great achievement by a far-sighted 1903 park commission: a scenic lakeshore motor road, finally completed in 1916 when opening of the canal and lock systems dropped the level of Lake Washington ten feet. In its early days the automobile (and Mt. Rainier on fine days) could stimulate this elegant style of planning.

NOW South on Lake Washington Boulevard
The Boulevard has protected miles of lake shore from beach development.







THEN North across Yesler Way 1903 (left)

Crowned with a dome on the hill is King County courthouse. At center with a flagpole is Seattle city hall with adjoining fire hall. At bottom right is the honky-tonk district. A world away at top left is the respectable Trinity Episcopal church. The perennial regrades are in progress.

NOW North across Yesler Way

The wooden frame buildings gave way to mighty stone office buildings symbolized in this picture by the Smith Tower at center which was financed by a typewriter fortune. Note the hegemony of the automobile: the freeway in the distance (top left), the parking garage in the foreground.



THEN Lake Washington c. 1908

In lax early days people went in for big houseboats which pitched and rolled gently in the wake of the various steamboat ferries that plied the lake.

NOW Lake Washington (right)

Space is tighter now but a water house is a no less desirable address, particularly if your sloop is moored at the door.





FRANK LAROCHE

THEN Looking south east at Madrona Park c. 1900

The hotel at Madrona Park had a lazy wraparound veranda and a boathouse crammed with slim rowboats. Guests arrived courtesy of the hundred or so miles of Seattle transit system track.



NOW Looking south east at Madrona Park
The park pavilion is now a somnolent brick edifice offering dance classes. Motorists can be seen running as well as driving by.



SEATTLE
HOTEL

SOUTHERN PACIFIC RAILROAD

BANK



THEN Looking east at Pioneer Square c. 1910 (left)

This was the original totem pole stolen from an Alaskan village by Seattle businessmen in 1898. Before cars, people used to loiter shamelessly on the street. The Seattle Hotel was wrecked before the 1970 declaration of the Pioneer Square historic district, the Olympic Block (right) just after it.

NOW Looking east at Pioneer Square

The present totem pole is a new one made on a federal grant by Alaskan Indians in 1939.





FRANK LAROCHE



THEN Looking north west from Woodlawn Avenue
1890 (left)

For a few years the frame-and-shingle house of the Judge MacDonald clan, built in 1890, was one of the few homes on Green Lake. But new residents were pouring in with the streetcar service (bottom left) which imitated the railroads spreading out to serve real estate developments with names like Wallingford, Meridian, Fremont, Phinney, Sunset Hill, Ravenna, Loyal Heights . . . some of them outside city limits until 1910.

NOW Looking north west from Woodlawn Avenue
Green Lake is an oasis in the vast expanse of sub-urban development which has spread almost uninterrupted twenty-five miles north past the city of Everett, housing millions, and leaving the MacDonald home just another number on the street.



ASAHEL CURTI

T HEN South east on Second at Stewart 1912

At mid-left is the city post office, which lasted until the 1950's. At far left the giant White-Henry-Stuart building succumbed to a new generation giant, the Rainier tower, in 1974. Any hope of parks in downtown Seattle was already long lost.



NOW South east on Second at Stewart

With the radical new approach to energy conservation of the 1970's some of the prestige of big office towers is fading. The 1910 Smith Tower (right of center) looks amusingly pipsqueak against the tomato-stake Rainier Tower at far left.



FRANK LAROCHE

T HEN North on Second Avenue at Cherry 1889

Within a few days of the downtown fire businesses were operating under tents. While the whole business district was razed, the middle class residential district was untouched. The thousands of jobs lost were partly absorbed by the labor of rebuilding. Since the streets were paved with wood, they also burned: truly an inferno.



THEN North on Second Avenue at Cherry 1891

Catastrophic as it was, the fire provided an instant version of Seattle's perennial regrades and allowed construction of a solid new business district within a couple of years, although not according to any new plan because as was the case in San Francisco's later earthquake, businessmen in a hurry to occupy new premises simply rebuilt on the spot.

FRANK LAROCHE



T HEN North at Fremont and Fiftieth 1898

No nineteenth century town was complete without that child of Victorian science, a botanical garden (right). Woodland Park, opened by property developers in 1887, was late getting that other child of Charles Darwin, a zoological garden, which came in 1904. The reindeer shown here with their Laplander handlers were in transit to a ranching experiment in Alaska.



NOW North at Fremont and Fiftieth

Woodland has remained a green space for boating and picnicking, its greenhouse and gateway removed for car park development. The pursuit of science moved on to one of the nation's largest displays at the 1962 Seattle Center 'urban park'.



T HEN First Avenue north at Madison 1887

The small scale of pre-fire Seattle had the dockland district (left) across the street from family housing. This is part of the old wooden town which had a population of about 3,000 in 1880 and in 1890, rebuilt after the fire, was part of a city of 43,000. Note the rails built over the water on abundant pilings. A street-car would not travel Second until 1888.

ASAHEL CURTIS



NOW First Avenue north at Madison
Dockland will be dockland. It resists both the smart high rise sector and the boutiques of beautification.
The facades at left and center have survived since the 1890's decade of rebuilding.

THEN North east at Yesler Way and Fourth Avenue
1911

The 1911 Public Safety Building complemented the rest of the powerful addresses clustered around city hall at the gates of the railway station. Designed by competition, its flatiron shape made maximum use of the site.





NOW North East at Yesler Way and Fourth Avenue

The snub nose of a streamlined locomotive echoes behind this facade, an aggressive example of mature American commercial style. It has undergone exemplary restoration, with surreptitious addition of an extra story, and houses city services.



FRANK LAROCHE

T HEN View from First Hill 1889

Central School at right, in the distance on Denny Hill the Denny Hotel, at center the Rainier Hotel. On the skyline at right the tell-tale scrawny trees of freshly logged land. The hills of downtown Seattle made it poorly adapted for streetcars and the flat building plots favoured by property developers. Orders from New York soon had the massive regrading operations underway which made parts of Seattle a sea of mud for the best part of twenty years.

N OW View from First Hill (right)

Alphaville, the corporate city center, its towers built with prestige and profits in mind and practicality forgotten, the freeway a massive monument to energy wastage. As development speeds on and on, one generation's dream builds the obsolete dinosaurs of the next.



THEN View north on Second Avenue 1908 Alaska had a fabulous effect on the city which urged its purchase from Russia. The Klondike gold rush of 1898 pushed development into high gear and by 1908 today's big city scale was well established. The patriotic hubbub is a naval parade.

ASAHEL CURTIS





NOW View North on Second Avenue
Many of the boom era buildings are still intact: the Hoge Building (at left with flagpole) of 1911, the 1904 Alaska Building, which was the city's first steel-frame high rise, and beside it a white-sided 1903 commercial block. At right is a post-fire era building of 1893.



C. F. TODD



THEN 1828 Broadway East 1905 (left)

Textbook columns and cornices of the Corinthian order identified their owner with the glory of ancient Greece and, more to the point, the respectability of modern academia and high finance. Only carpenters needed to know the columns were crafted of Washington wood, not marble.

NOW 1828 Broadway East

This solid mansion survives with its contemporaries around the Capitol Hill district.





THEN North west on Pike Avenue (left)

Long before planners had a say in it truck gardeners gathered at the foot of Pike Street to hold a regular farmers' market, all the goods freshly plucked from ground or branch and prices flexible towards the end of the day. For years the gardeners worked off the backs of their carts on the boarded street without any formal organization.

NOW North west on Pike Avenue

The wrecking ball of 'urban renewal' imposed from above by contractors and city hall was thwarted partly by the market's competitive prices and finally by popular initiative which voted the site a historical monument in 1971.





THEN North at Third and Marion 1882 (left)
A whole new Seattle generation could fit into one picture when the city's population was about 3,500. The school clockfaces and powerful bells towered over the neighborhood until they burned down with the school in 1889.

NOW North at Third and Marion
The only thing that could make the Central School seem tame is Seattle's tallest tower, the 50-story Seattle First National bank building glowing with bronze-colored anodized aluminum.





T HEN North on Third Avenue at University 1897 (left)

The Washington (formerly the Denny) Hotel, Seattle's smartest if most distant from the railroad station, stood atop Denny Hill, commanding magnificent views in all directions. The trees lining Third Avenue were among a thousand planted at a dollar apiece in 1888. The Plymouth Church was demolished in 1913 and replaced by a vaudeville theater.

N OW North on Third Avenue at University

All of Denny Hill was dumped into the harbor by 1930 to make way for Second and Third Avenue, a job which took about twenty-five years. The trees were removed to make way for cars and never replaced. On the site of the church now stands the city post office.



THE BUSINESS COLLEGE

W.M. COOK & CO.

THE WESTERN
BUSINESS STATIONERY

CO.

D.W. FOX

BANK

W.M. COOK & CO.

NATIONAL



THEN South east at Yesler Way and Occidental 1895 (left)

The Seattle National bank building was one of the generation of up-to-date brick buildings built after the 1889 fire. Those telephone poles must have been the world's tallest.

NOW South east at Yesler Way and Occidental

Tall arched colonnades at street level give this model of American commercial architecture an extra elegance and lightness. Note the way the tall arches are repeated further up the facade creating a rhythm for the eye.



THEN East at Fifth Avenue and Marion 1896

The 1899 Hotel Rainier was a giant leap in scale from the Occidental Hotel on Pioneer Square which it was built to replace after the fire. Intended as a temporary substitute, the great wooden building was demolished in 1912.



NOW East at Fifth Avenue and Marion
The levelled site is now partly occupied by the state bar association building.



T HEN North on Aurora Avenue 1932

Cars created the familiar modern cityscape of highway and suburb. The roar of the Roaring Twenties was the sound of cars: 3.7 million were produced in 1925, a figure unmatched for another fifteen years. Six nearly empty lanes were typical of the heyday of automobiles.



NOW North on Aurora Avenue

With annual car production at around 10 million a year, the Aurora Bridge is just one of several feeder routes serving the flow of steel, the hundreds of miles of energy-efficient streetcar system completely scrapped.



ASAHEL CURTIS

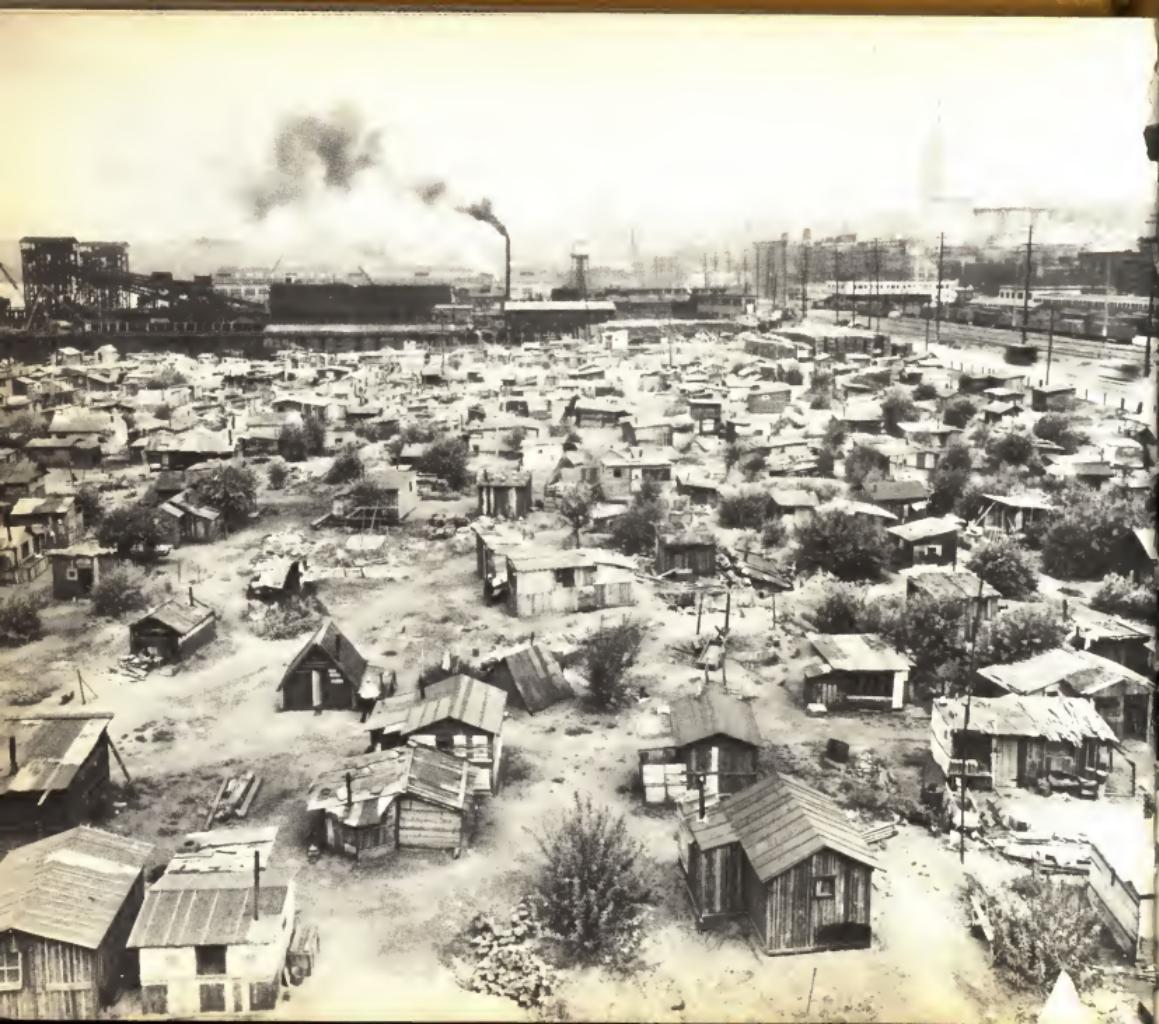
T HEN North at Boren and Madison 1906

As ever, top people lived on the hill. First Hill in the 1890's housed a *Who's Who* of the city establishment. The H. Stacey residence had by 1906 become the Women's University Club, sporting striped awnings on the southern windows.

N OW North at Boren and Madison (right)

The house is a rare survivor in a district filled with apartments and hospitals. In the background a sharp contrast between decorative (center) and functional (left). Note that now, as then, the trees have not got far.







T HEN Foreshore view north 1939 (left)

The notorious stock market crash was in 1929. Ten years later Seattle still had one of the U.S.A.'s biggest shanty towns down by the docks. A sociologist found that many of the thousand or so male occupants had spent most of their lives in Seattle. The Thirties were a big bust for the boom town.

N OW Foreshore view north

The Pacific wars got Seattle moving again and Hooverville disappeared in the early 1940's. Its site is still back in use as docks.



THE
MAR
THE BIG

The Ink Man

Apples



ERIC HEGG



THEN East on Pike at First Avenue 1897 (left)

The downtown shopping district, which remained the center for about sixty years, grew out of cow pasture behind the people's market at the foot of Denny Hill. Partners Frederick and Nelson established the tone at Second Avenue and Pike in 1892, and close by was the Bon Marche, already specializing in bigness. In the rush for market space parks were planned for everywhere else but here, which needed them most.

NOW East on Pike at First Avenue

When it came to urban renewal, the planners strangely enough looked away from this view and started aiming the wrecking ball (c.f. the view on page 107) at Pike Place Market which started it all.



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THEN North west at Second Avenue and Washington 1910 (left)

The fact that labor unions united in the mass eviction of 350 Chinese in 1885 meant a shortage of good cooks and a sparse Chinatown. What Oriental population was left lived in this forgotten type of urban building - mixed use neighborhood blocks where one street could offer everything.

NOW North west at Second Avenue and Washington

The old blocks were lost in the 1910 extension of Second Avenue. As for Chinatown the freeway shut in one side, then the Kingdome sports stadium the other and some of the fun and most of the residents went out of it.

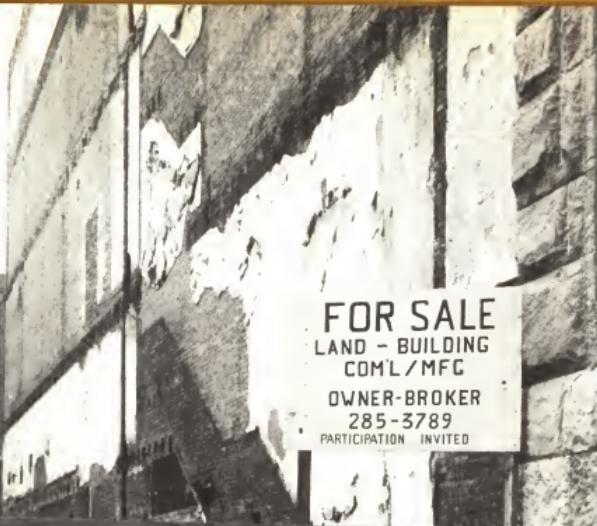


PACIFIC TICKET

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THEN South east at Yesler Way and First Avenue 1907 (far left) At the corner of Pioneer Square there was a pillared portico that opened onto the shining rails to the rest of the continent. Upstairs was the busy office, nestling up to the humming telephone and telegraph wires. A park bench across the street was at an epicenter of the planet.

NOW South east at Yesler Way and First Avenue Oblivion's wrecking ball hit the Olympic Block in 1972, like a mugger slugging an old man, leaving a gaping wound in Pioneer Square. Will anyone bid for a rebuild of the Olympic Block?

T HEN 690 Yesler Way 1885

On the top floor jalousies hid the influential offices of Guy Phinney L.I.B. Below, a banker operated next door to the daily newspaper, and on the bottom floor a liquor store served the fierce reporters. The *Post Intelligencer* spent eight years here, the morning comic grooming itself for mock combat with its evening counterpart the *Times*. Built in 1881 for a record price, it burned in 1889.

GEORGE MOORE





NOW 690 Yesler Way
Power has moved away from this address,
although lawyers can still be found a few doors
away on old Skid Road.





T HEN South on Westlake at Pike 1919 (left)

The terracotta face of this elegant iron frame building of 1915 must have lit up the wet, wintery streets of Seattle.

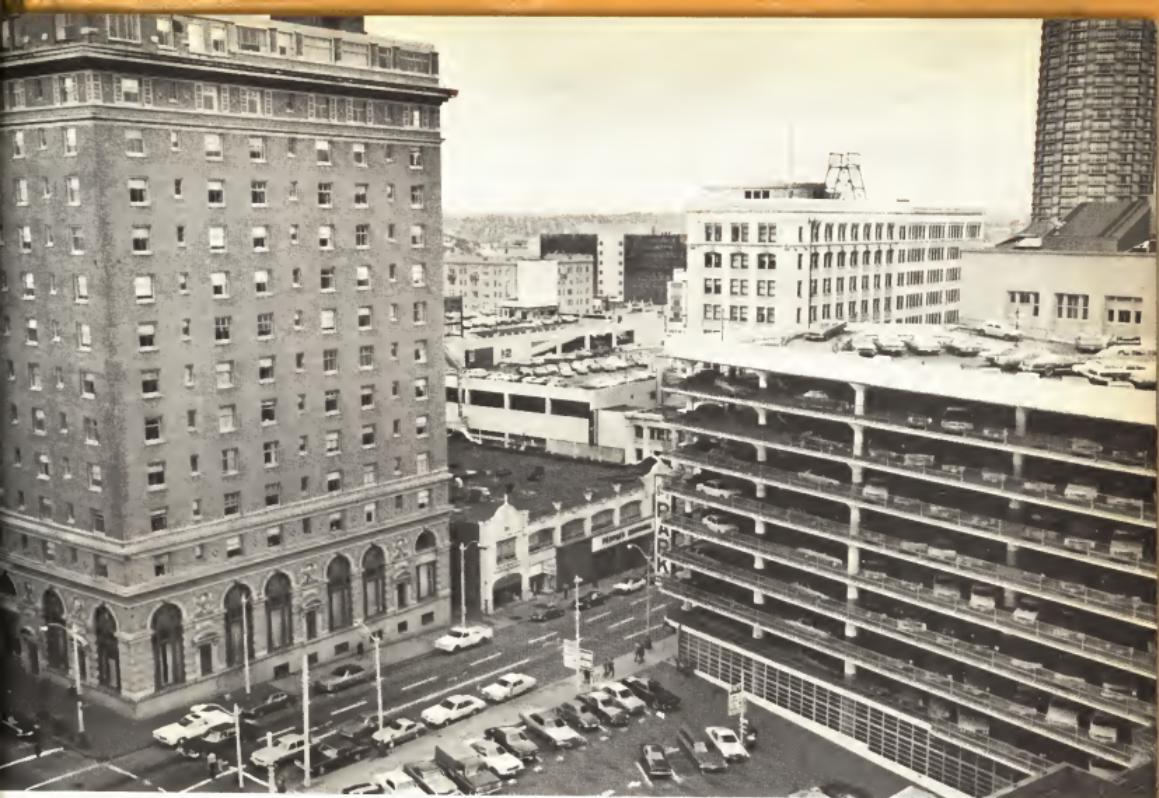
N OW South on Westlake at Pike

Stripped of its cornice, with a slab hung over its store windows this once proud building looks as though its pants have fallen round its ankles. Sensitive city planning can prevent the erosion of architecture without spoiling business.



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Koenlein & Sons



T HEN North west view of Denny Hill 1906 (left)

The stakes were big and so was the scale. Denny Hill was bad building land - it had to come down, and with it the Washington Hotel, best views in the city. Construction of the annex is under way at mid-right. All this earth was moved by horsepower.

N OW North west view of Denny Hill

The annex still stands (left) - even the service staircase onto the roof has marble steps and wrought iron bannisters. It now houses old people.



T HEN North on First Avenue at Jackson 1881

The 1861 Territorial University loomed reassuringly in the distance over this view of First Avenue which was probably a publicity picture to lure settlers. This was Seattle's main business and residential district: at left the New England Hotel at right the Squire opera house.



N OW North on First Avenue at Jackson

The curtain wall towers seem to appear from a different dimension. Three stages of growth are seen here: pre-fire wooden (opposite) designed by carpenters, post-fire stone facades (foreground) designed by traditional architects, and the towers designed by architectural engineers.





THEN 105 Harvard Avenue 1904
(far left)

The Pontius mansion was another of the swank residences on First Hill. With siding of scalloped shingles, encircling porch, conical-roofed tower and sunburst motifs it was typical of the so-called Queen Anne style of the 1880's and 90's. With the demise of its owner the house became the Mother Rhymer Home for Orphans.

NOW 105 Harvard Avenue
The old house was demolished in the 1920's to make way for apartments.



T HEN South west on Third Avenue 1902

Remote corporations had decreed that Seattle should be levelled, come rain or shine. The process must have seemed endless. It started in the 1880's and continued in various locations until the 1920's. This was the scene on Second Avenue in 1902 - an inconvenience to say the least, but all in the cause of progress. Note the earth moving truck at left.



NOW South west on Third Avenue

The toil amidst the mud made a nice flat plane for streetcars which became extinct almost as soon as the work was finished.



ASAHEL CURTIS

THEN Fourth Avenue and Seneca 1912

Seneca Street was named for the territorial university which stood on this site until the 1890's. After the campus moved north to its present location in 1894 the university building was replaced by the Metropolitan Theater, the main civic auditorium.

NOW Fourth Avenue and Seneca (right)

The massive Olympic Hotel, which had started out on Pioneer Square, was built in 1926 on property still owned by the university. The theater was incorporated into the side of the hotel, then gutted to make a car park.

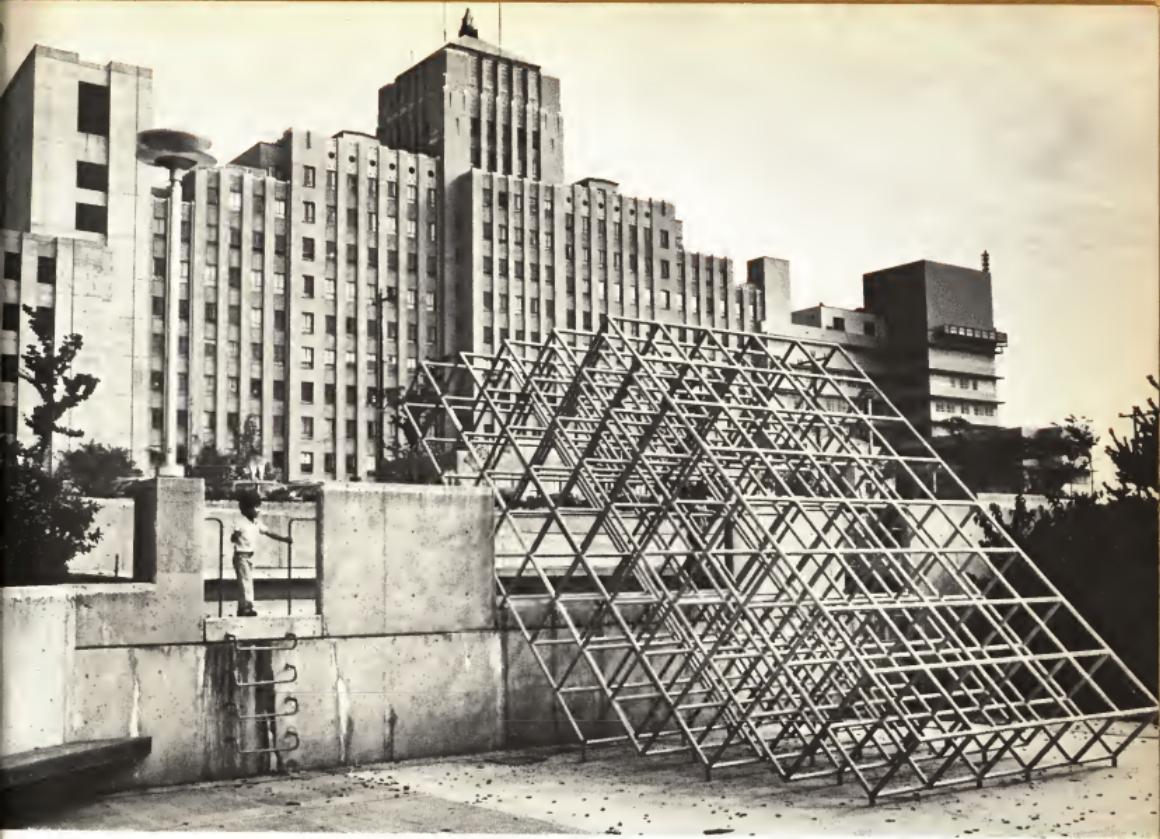




FRANK LAROCHE

THEN North east at Seventh and Terrace c. 1888

King County courthouse was built in 1888 when the Seattle population was about 40,000. It is typical of the evocative style of architecture. You could tell what it was by the "clothes" it wore: the elaborate dome and the Greek temple decorations had no function other than to be lofty and authoritative.



N OW North east at Seventh and Terrace

The court house was torn down in 1930 amidst controversy because its mortgages had not been paid off. In its place was built Harborview county hospital, stripped of evocative decor, and its original tier design broken by the new wings at each end. In the foreground is a public terrace with climbing frame.



A. C. WARNER

T HEN Lake Union from First Hill 1909

In 1909 Seattle had half its present population. Attracted by parks and served by streetcar lines, new residents filled property developments as far as the eye could see around Lake Union.



NOW Lake Union from First Hill

The four columns in the foreground are often mistaken for the pillars of wisdom of the old university building. They were of wood and stand on the present campus. The stone columns are relics of the demolished Plymouth congregational church which stood near the freeway route.



ASAHEL CURTIS

T HEN West at Pike Place 1914

Started spontaneously by truck gardeners in the 1880's, Pike Place market attracted department stores to its district in the 1890's and by 1907 was formally authorised by the city and moved indoors to the building at left. The competing corner market opened shortly after. Many growers still chose to sell off the backs of their carts along Pike Avenue.



NOW West at Pike Place

During the 1960's the city considered demolishing the market and building a big new multi-purpose complex. Many voters thought this was a disguised attempt to abolish the market and voted instead for restoration of the whole district. In this era of food packaging the slogan *Meet The Producer* has not lost any of its impact.





ASAHEL CURTIS

THEN North West at Stewart and Fourth Avenue 1927 (left) Seattle's most beautiful building, the Times building, was built and almost immediately dwarfed (by the Begonia Hotel) in the 1900's construction rush onto the Denny regrade. The masonry would be unaffordable today, the welcoming round arch has almost disappeared from doors and windows, and the flat iron floorplan with its elegant perspectives comes from a different age. The Seattle *Times* published here for a generation.

NOW North West at Stewart and Fourth Avenue The cornices of the Times building miraculously survived the earthquake scare which stripped off many others.





T HEN East at Second and Marion 1895

Few old Seattle interiors have been preserved. One of the most striking survivors is the interior of the Methodist-Episcopal church, with its solid pews fitted with the best-selling *Hymns Ancient and Modern*. Here the puritan builders of Seattle reinforced their tribal identity.



NOW East at Second and Marion
The fussy wooden extravaganza (left)
was replaced by the neo-Classical Marion
building, unfortunately spoiled by the removal
of its cornices.





T HEN Foot of Main Street 1895 (left)

Charity social services being what they were, the denizens of dockland made do in the 1890's with the Wayside Mission Hospital built in the shell of the steamship *Idaho* in 1891.

N OW Foot of Main Street

The motor vessel *Columbia* of the Alaska line occupies the Main Street berth. Hospital services are offered at the giant Harborview facility at far right in the distance. At bottom right, containers which switch from road and rail to sea echo the shape of the downtown office towers.

Z.C. MILES.
STOVES. RANGES
& STIN-WARDE.

JOHN LUMBERG
CICLES. BOOMING
FILED.





THEN North east on Yesler Way at Post Street 1889 (left)

A city ordinance a few years earlier had required metal sheathing on the roofs of all these downtown buildings, but few owners complied, with the devastating fire as a result. At right is the Occidental Hotel. Featuring a weather vane is the Yesler-Leary Building, and at far left is the Post Building. Street and sidewalk were paved with wood.

NOW North east on Yesler Way at Post Street

At left is the Mutual Life Building of 1897. Right of center is the 1914 Smith Tower, with at its foot a 1963 parking garage. Trees mark the site of Pioneer Square.



FRANK LAROCHE

T HEN North East at Leschi Park 1895

Somewhat crassly named after a martyred Indian chief, Leschi park was developed in the early 1890's as a drawing card for residential buyers on the shore of Lake Washington. Those interested in the attractions of Kirkland could catch the ferry at the park pavilion which also featured vaudeville saloons and rowboats. The paths were designed with strolling in mind.



NOW North east at Leschi Park

Car travel changed Leschi park from a people place into a decorative spot on the Olmstead plan's lake-side boulevard. Now its busiest feature is a small pleasure craft dock, rowboats long forgotten.





ASAHEL CURTIS

THEN West on Western Avenue 1909 (left)

The second U.S. armory, built in 1909, was the epitome of evocative architecture. It incorporated turrets and battlements which became obsolete in the mid-fourteenth century but which identified the building unmistakeably as a fortress. The arched entrance even featured an iron-barred portcullis gate.

NOW West on Western Avenue

Demolition of the armory in 1963 before a permit was granted triggered the movement to regulate the destruction of old architecture.





HOTEL
SEATTLE

CIGARS



ERIC HEGG



THEN East on Yesler Way at First Avenue 1897 (left)
The Hotel Seattle was successor to the Occidental Hotel on Pioneer Square after the post-fire regrade and rebuilding. It catered mainly to the drummer (salesman) trade. At left is the 1889 Pioneer building and at right the Olympic block. Behind the hotel is the 1893 Collins block, still standing today.

NOW East on Yesler Way at First Avenue
Demolition of the Hotel Seattle for a parking garage helped start the rebellion against developer vandalism. But a decade later the Olympic block went the same way.

THEN First Avenue South at South Dearborn 1910

No collection of views of Seattle would be complete without a brothel, particularly one which became a national monument. The Triangle Hotel was opened in 1910 by an eminent citizen hoping to spearhead new development but it remained at the edge of the city and deteriorated into a brothel with a Western Union telegraph office as its unlikely ground floor tenant.





NOW First Avenue South at South Dearborn

Scheduled for demolition in 1956, the Triangle was bought by an architectural group which made it an outpost of Old Town rehabilitation, finally achieving for the old brothel designation as a national historic monument, a fitting memento of Seattle's notorious "lava beds".



FRANK LAROCHE

THEN Seattle waterfront 1895

At right are the twin towers of the Providence hospital, now the site of Seattle public library. The pillared building at left is the Territorial University building which was demolished in 1911.

NOW Seattle waterfront (right)

A sunset view of the waterfront, now appropriately dominated by the honeycomb tower of the federal government which from pre-empting Doc Maynard's property to handing out defence contracts played such a big part in Seattle's prodigious first century.

(Overleaf) Chauncy Wright's in 1912, a favorite Old Town eatery.



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